Evergreen

Evergreen, June 25.- Rev. Tearle Brown preached a fine sermon here at the Baptist Church on Sunday morning.

Mrs. Juddie Glover, Bessie Ann Glover, Juanita Harris, Elnora Glover and Clifford Finchum called to see Mr. and Mrs. Howard Seymore and daughter Sunday evening, of Pamplin.

Mrs. Eddie Warriner is not well at this writing. Those who called to Mr. and Mrs. Joe Paulette, Mr. and Mrs. Jack Hodge, Miss Blannie Evans, Mrs. John Kent Hamilton and son and Mr. and Mrs. David Garrett.

A. B. Ferguson spent the week-end with his granddaughter, Mrs. Alfred Reynolds and Mr. Reynolds. Mr. Paul Ferguson spent the week-end in this same home.

Mrs. George Glover is improving after an illness. Those who called to see her recently were Mrs. Ben see her during the week-end were Adams, Walter Ore, and Mrs. Mary Sullivan, of Lynchburg; Clifford Finchum, of Prospect; Mrs. Juddie Glover and two daughters, Elnora and Bessie Ann; Juanita Harris and A. B. Ferguson.

Mr. and Mrs. Junior Blackwell were Sunday guests of her parents, Mr. and Mrs. Green Garrett.

J. L. Evans visited his wife in Catawba over the week-end.

L. L. Stewart, Jr. of Covington is visiting his parents, Mr. and Mrs. L. L. Stewart.

Evergreen, June 26.- Mrs. B. M. Ferguson and Mr. and Mrs. Clyde Ferguson and boys, Harold Hannah, and Miss Catherine Rice, of Forest called in the home of Mr. and Mrs. C. J. Paulette Monday night.

Rev. G. A. Harris, of Cullen called in the home of M. L. Hudson Saturday evening.

Linda Lou Paulette, of Phenix, spent last week with her grandparents, Mr. and Mrs. W. C. Garrett.

Mrs. Lena Ferguson, of Appomattox spent the week in the home of Mr. and Mrs. C. J. Ferguson.

Mrs. J. M. Watts, of Lynchburg spent the week-end in the home of Mr. and Mrs. Melvin Grubaw.

K. C. Paulette has returned home from the hospital, much improved.

Mr. and Mrs. Edgar Hamilton, of Roanoke visited in the Hamilton home here Sunday evening.

Mrs. M. L. Hudson is improving some at the Virginia Baptist Hospital."

Mr. and Mrs. P. H. Dennis, of Philadelphia spent the week-end in the home of Mr. and Mrs. C. J. Paulette.

Mrs. Stanley Hubbard, of Petersburg visited her mother, Mrs. T. E. LeGrande this week.

Friends here regret to hear of the illness of Mrs. B. F. Inge in the Roanoke hospital.

Mr. and Mrs. H. G. Basham, Mrs. Lola Calhoun, of Lynchburg; Charlie Caineun, of Detroit; Mr. and Mrs. P. H. Dennis, of Philadelphia, called in the home of Mrs. O. C. Paulette and Kermit Sunday evening.

Colored Dots

A large crowd of relatives and friends attended the funeral services of the late John Flood at Galilee Baptist Church last Wednesday at 1:00 P. M. The following order of service was carried out: processional, Nearer My God to Thee; Hymn, Servant of God Well Done; Scripture reading, Rev. R. Q. Lawing; prayer, Rev. C. A. Marshall; Hymn, My Faith Looks up to Thee; acknowledgements, Professor C. A. Pennington; Testimonies by Deacon Hobart Watson, Mr. and Mr. Milton Thomas, Deacon Jonah Stewart, Rev. C. A. Marshall and Mrs. M. J. Price. Solo, Mrs. Christine Patterson; the family obituary, eulogy, and recessional. The Rev. Lawing delivered the eulogy. Burial was held in the family cemetery.

A large crowd attended funeral services of the late Deacon J. J. Brown at Galilee Church Sunday at 2:00 P. M. The pastor, Rev. Lawing delivered the eulogy from the text, Endure hardness as a good soldier. The church choir, under the direction of Miss Stevens rendered beautiful music. Rev. C. A. Carrington gave beautiful testimony of the deceased. Resolutions from the church were read by the pastor. Burial was held in the community cemetery at Galilee.

The funeral of the late John Green was conducted from the First Baptist Church today. He had been living in Baltimore for the past several years. A large number of friends attended the funeral rites.

The achievement program held at the Galilee Baptist Church by the Carver Veterans Class was enjoyed by all. The program featured the accomplishment of the class during the past year. Instructor J. A. Walker made an interesting report. The Calvert brothers quartette of near Lynchburg rendered special music. At the end of the program, Rev. R. Q. Lawing presented on behalf of the class a handsome brief case to Professor Walker. Remarks were given by Rev. Dozier, pastor of the Rose Chapel Church, Lynchburg.

Rev. N. R. Jordan spent last week in Buckingham.

Deacon Allen Warner of Mount Pleasant Baptist Church is on the sick list.

Rev. A. E. Jones spent a few days visit in Appomattox last Tuesday.

Subscription rate: $2.00 per year payable in advance.

Malik says negotiations should begin for a cease-fire in Korea.

Brooklyn well in lead in National League.

WHAT A DIFFERENCE! . . . SANITONE SURE DOES GET CLOTHES CLEANER!

Our Mr. Clark Will Call Each Wed. and Sat.

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Cleaners and Dyers
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Consult Your
EYE PHYSICIAN
Then See Your
GUILD OPTICIAN

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For Plumbing Repair! Call us for dependable plumbing service. We can serve you from the small repair job to a new installation. Give us a try!

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NO METALLIC DEPOSIT!

It's true. Science now knows that engine cylinder wear, damage to valves, pistons and cylinders are the direct result of engine deposits left after combustion, and contamination.

Help protect your engine, help prevent engine deposits. Use the one motor fuel that can burn completely—Amoco-Gas, the original special motor fuel. Amoco-Gas is different. It is crystal clear. It is made of pure petroleum. It can burn completely. It can leave no metallic deposit. Use Amoco-Gas—for longer car life. There's nothing like it!

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Banks Have Money To Lend
But--

The volume of total bank loans has reached a record high, and
Prices for goods and services have reached such record levels that
The time has come to appccely the brakes, unless we wish to encourage further price inflation.
Banks have been asned to refrain from mabing speculative or inflationary loans.
Before you borrow, ask yourself the question, "Will this loan encourage the production, processing, or distribution of goods and services supplying the essential day-to-day needs of the country?"
If the answer is "No," think twice (or three times) before borrowing. BUY ONLY WHAT YOU NEED.
SAVE ALL YOU CAN.
Let's help lick inflation!

Bank of Appomattox
Appomattox, Virginia
DEPOSITS IN SURED BY
FEDERAL DEPOSIT IN SURANCE CORPORATION
Washingto n, D. C.
$10,000.00 Maximum Insurance $10,000.00
For Each Depositor

IT'S A Futureful, beautiful car

With a fine-car V-8 engine
A powerful road ruler is Ford's Victoria, with the same type of eight-cylinder engine now powering America's costliest cars!

IT'S HERE NOW!

■ A glance will tell you that no car—at any price—can equal the beauty of this new Ford Victoria. But come in and "Test Drive" this Ford Victoria . . . you'll find its beauty is more than skin deep. You'll feel the smooth riding magic of Ford's Automatic Ride Control . . . the comfort of Ford's Automatic Posture Control. And you'll love Fordomatic,* the newest, smoothest, most flexible of the automatic drives.

*Optional at extra cost. Equipment, accessories and trim subject to change without notice.

The new FORD Victoria

F.O.A.F.

For all its beauty, Ford's new Victoria is easy to own. When you see the custom tailoring of its Luxury Lounge Interior . . . you'll agree you can't buy better at any price.

You can pay more . . . but you can't buy better!

Lt. Maxwell Back in States

A veteran of the air war in Korea, Lieutenant (jg) Raymond C. Maxwell, Jr., 30, USN, son of Mr. and Mrs. R. C. Maxwell, Box 122, Appomattox, Va., has returned from eight months duty aboard the aircraft carrier USS Philippine Sea, to San Diego, Calif.

A member of a night attack-bombing team from Composite Squadron 35 based at San Diego, Lt. Maxwell along with five other team pilots from his group carried out night heckler raids against the Communists. Taking off from their carrier, they swept the east coast of Korea behind enemy lines breaking up troop concentrations, rocketing and machine-gunning ammunition trains, carts, artillery and tanks.

A former enlisted man, Lt. Maxwell is a veteran of nine years of Naval service and was commissioned a Naval Aviator in 1945 upon completion of flight training at Mt. Vernon, Iowa. After World War II he served aboard the aircraft carriers Franklin D. Roosevelt, The Coral Sea and with an attack squadron.

Born in Freedom, Md., he attended high school in Fairfax, Va., and later Strayer College and George Washington University in Washington, D. C.

He is married to the former Bette Smith, of Parsons, Kan.

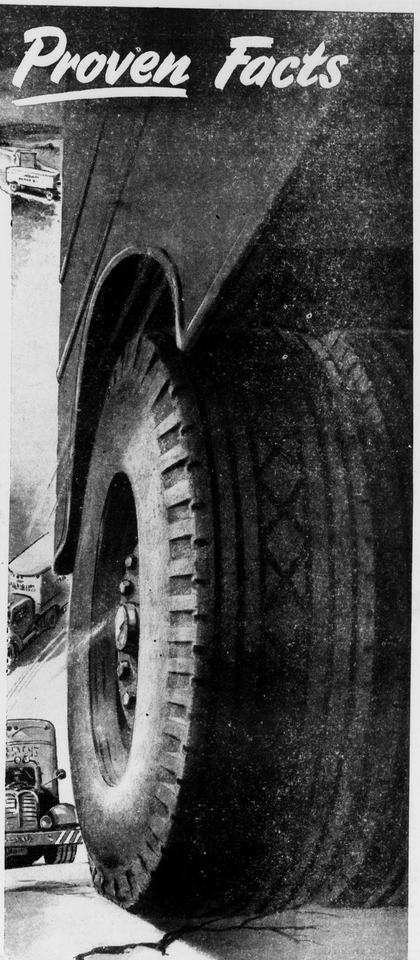
Dial 2811 with Personals.

COVER CROPS SHOULD BE SOWN IN PLANT BEDS

A summer cover crop is one of the most important factors in weed control in tobacco plant beds. The Extension Division says that as soon as farmers finish transplanting they should remove the plant bed sides, walls and destroy all living tobacco plants. It is important to destroy plants in old beds early to prevent increase in disease and insect pests. After the plants have been destroyed, the complete plant bed area, and an area of about two feet beyond on all four sides should be heavily seeded to a cover crop such as corn, soybeans or cowpeas. Sometime in August the plant bed cover crop should be turned under.

Appomattox is a growing town.

these are the Proven Facts



● BIG COMMERCIAL TRUCKS Are Pounding The Nation's Highways To Pieces . . . . And Sending YOU The Billion-Dollar Repair Bill.

● Big Truck Operators Blame Damage to The Highways On The WEATHER—Cold . . . Heat . . . Frost . . . Soaking Rains . . .

● THE ALARMING RESULTS OF THE FAMOUS SIX MONTHS ROAD TEST RECENTLY CONDUCTED IN MARYLAND, FURNISH *IMPARTIAL PROOF* OF WHAT IS RUINING *YOUR* ROADS FROM COAST TO COAST, BORDER TO BORDER!

HERE ARE THE FACTS - YOU BE THE JUDGE

In June, 1950, a group of eastern and midwestern states, the U. S. Bureau of Public Roads, and several associations*, started tests to determine the damage done to the highways by large, heavily loaded trucks. The State of Maryland set aside a 1.1-mile section of double-lane highway, and divided it into four single-lane stretches of about ½-mile each. The Automobile Manufacturers' Association provided the trucks; the Highway Research Board was put in charge. The highway selected was of excellent construction on soil typical of that underlying an extensive portion of the nation's roads. Trucks were loaded to the agreed-upon four different weights, and sent back and forth over the highway, day after day, in what everyone agreed was a fair test.

HERE'S WHAT HAPPENED!

In less than 4 months, traffic on the ½-mile lane used by the 44,800-pound tandem-axle loads was stopped because the highway was so extensively damaged. It had developed 3,704 FEET OF CRACKS AND 95.8% OF ITS CONCRETE SLABS WERE DAMAGED. At the end of the six month-test, the lane over which the 32,000-pound tandem-axle load operated, had developed 1,050 FEET OF CRACKS AND 70.4% OF ITS SLABS WERE DAMAGED. During the same period, the 22,400-pound single-axle truck lane had run up a toll of 1,269 FEET OF CRACKS AND 58% OF THE CONCRETE SLABS WERE DAMAGED, while the lane over which the 18,000-pound truckloads moved had 196 FEET OF CRACKS AND 26% OF THE CONCRETE SLABS WERE DAMAGED.

Thus, the scientific Maryland road test produced indisputable evidence that the BIG FREIGHT TRUCKS are causing terrific damage to the nation's roads . . . roads provided for them and paid for by the general taxpayers and the owners of private automobiles and light trucks. The damage to the highways is so extensive that the U. S. Bureau of Public Roads several years ago issued this alarming warning: "By 1956, only 56% of the high type roads will be in usable shape . . . This will be the status despite the reconstruction programmed between now and then . . . To bring all roads up to adequate standards would require the expenditure of 60 BILLION DOLLARS."

It is common knowledge among state and federal highway experts and other public officials that the taxes paid by the BIG TRUCKS for use of the highways is only a *very small part* of what they should rightfully pay. And this is to say nothing of the huge cost of increased road construction and maintenance made necessary by the extensive damage caused by the BIG TRUCKS.

The only solution to this serious situation is the enactment of laws which will require the BIG TRUCKS to pay their full share for use of the highways, and to pay their full share of the increasing construction and maintenance costs of the highways, over which they operate at a profit. Write to your state and federal legislators and urge them to pass laws which will make the BIG TRUCKS pay their own way — stand on their own feet — otherwise you will continue to provide a roadway for the BIG TRUCKS, which now have a pipe line into your pocketbook.

*The highway departments of Connecticut, Delaware, Illinois, Kentucky, Maryland, Michigan, New Jersey, Ohio, Pennsylvania, Virginia, Wisconsin, the District of Columbia, The Highway Research Board and others.

Norfolk and Western Railway